

Hatteras GT59 (2019-)

Brief Summary

Hatteras built the GT59 to fill a perceived hole in their GT sportfish lineup between the 54' and 63' (16.45 m and 19.20 m) models. It is not a stretch of the earlier model but its own unique design from the keel up. The GT59 is built for the serious billfish tournament angler with 40+ knot speed and style for extended trips offshore. But, remember she is a “convertible” and that means she can also be a cruiser. Because of her sea-keeping abilities and low CG, she should be a good one.

Price

Base Price \$2995000.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- 40+ knot top speed
- 3 en suite staterooms
- Comfortable flybridge seating
- Widest beam in class, most shallow draft
- Painted hull, deck and superstructure

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	9.2	8	8	1.2	1	1811	1575	79
1000	13.2	11.4	33	0.4	0.3	628	545.8	79
1250	17.9	15.6	57	0.3	0.3	495	430.1	83
1500	25.7	22.3	83.5	0.3	0.3	485	421.5	85

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1750	32.6	28.3	118.5	0.3	0.2	433	376.2	89
2000	39	33.9	164	0.2	0.2	374	325.3	90
2200	43.6	37.9	192.5	0.2	0.2	357	310.2	91
2250	46	40	207.5	0.2	0.2	349	303.6	91

[View the test results in metric units](#)

[hatteras_gt59_chart_19.jpg](#)

Specifications

Length Overall	59'9" 18.21 m
BEAM	18' 9" 5.72 m
Dry Weight	89,000 lbs. 40,370 kg
Tested Weight	101,890 lbs. 46,217 kg
Draft	4' 9" 1.45 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	

Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	1,750 gal. 6,624 L
Water Capacity	200 gal. 757 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	101,890 lbs. 46,217 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	

Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	8.5 sec.
0 to 20	
Ratio	
Props	
Load	4 persons, full fuel, full water, 50 lbs. of gear
Climate	72 deg., 58 humid; wind: 0-5 mph; seas: <1

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Hatteras GT59

Hull #1 of the new Hatteras GT59 class was recently tested by BoatTEST.

Hatteras GT59

Clean lines was a focus of the Hatteras GT59 design team.

Hatteras GT59

The Hatteras GT59 is purpose-built for big game fishing.

Mission

The Hatteras GT59 is designed for offshore big game fishing. This boat provides speed, comfort and storage for the avid tournament fisherman. The boat also suits different fishing styles so it will have a broad appeal from region to region. Further, with the greatest fuel capacity in class she is best able to cruise to distant locations for fishing. When not fishing, she provides excellent accommodations for cruising.

The Convertible Concept

There are stripped out sportfishing boats made for a single mission in life – hardcore offshore big game fishing – and there are “convertibles” made for the same thing, but with accommodations and creature comforts that make the boat a good cruising boat as well, with little if any compromise to its fishing

attributes.

The advantages of a convertible are that it can make an excellent cruising boat, which gives the vessel utility that stripped-out sportsfishermen don't have. Convertibles are built to take almost any sea condition less than a named storm. The GT59's clean bow, elimination of a main cabin windshield and rugged construction allows her to take green water over the bow with aplomb.

With the three en suite layout, the GT59 can handle three couples or grandparents, kids and grandkids in complete privacy. Top side, there is plenty of seating for watching the yacht races, exploring, and just enjoying the day by a large group.

Cockpit Seating. The cockpit is also an ideal place for a cocktail party when at anchor, or on a slow evening cruise with friends. While our test boat didn't have them, foldout seating can be installed in the port and starboard gunwales for anyone seriously wanting to use the boat for entertaining. Those seats, plus the mezzanine seating, can handle a number of people. The stanchion base for the rocket launcher or fighting chair can also hold a removable table for drinks and finger food.

The low CG inherent in any convertible, plus the GT59's displacement, beam and sharp forefoot, make her as comfortable as it gets in this size boat for landlubbers – generally much more so than a conventional flushdeck motoryacht. The addition of the Seakeeper 16 on our test boat makes this boat even more comfortable.

Header picture of GT59 running

The GT59's top speed of 40.0 knots met the builders' target.

Distinguishing Features

- Tunnel drive hull
- Twin Cat C32 Turbo diesels 1,900-hp each
- 3 en suite stateroom layout
- Painted hull, deck, and superstructure
- Solid fiberglass bottom
- Salon/galley layout
- Her 18'9" (5.72 m) beam
- Her 4'9" (1.45 m) draft

Design

Header picture of GT59

The Hatteras GT59 is designed for the rough waters off the North Carolina coast where the Gulf Stream hits counter currents, making it one of the most challenging bodies of water of the American east coast. That is where the big game is, and for generations, North Carolina boat builders have honed a hull shape to maximize comfort and speed.

A variable degree deadrise in the bottom, lifting strakes, and hull tunnels aft all contribute to the GT59's performance. It is also a proven design over the years by Carolina charter skippers who need to get their clients offshore fast but in comfort.

The hull tunnels over the props, and her considerable beam, allow her to draw less water than the competition, which means that when docked in front of the house in a shallow area, it's slightly less vulnerable to moon tides.

Her bow has the famous Carolina Flare that keeps the boat dry and provides buoyancy in nasty conditions offshore. Otherwise, she has a traditional convertible styling with a sweeping sheer line.

Construction

Hatteras GT59 resin

Resin infusion allows Hatteras to control the resin-to-glass ratio of the build.

On most boats, the hull is laid up first, then the stringers are tabbed in after for strength. On the GT59, the stringers were added in the original infusion, cutting out a production step, but designed to make the boat a stronger single piece. It also ensures that a 60-40, glass-to-resin, composite is created, which is lighter and stronger than a hand laid laminate.

Solid Fiberglass Bottom. Perhaps the most important distinction between the Hatteras GT59 and her competition when it comes to construction is that her bottom is solid fiberglass. Hatteras has long believed that this is the key to the boats' integrity in adverse conditions, such as hitting a partially submerged cargo container or rock.

Most of the competition have cored hulls to make them lighter. The trouble is, all cored hulls are more vulnerable to punctures. Nothing is more puncture resistant than a solid fiberglass hull, other than steel.

Hatteras GT59 hull

The GT59 has its own unique mold – it is not a stretch of a smaller boat, or a shortening of a longer hull.

Painted. Hatteras paints the hull, deck and superstructure which has lots of advantages over gel coat, which is what most boats have, including this boat's competition. Gel coat oxidizes at a relatively rapid rate and the tropical sun is particularly hard on it. This necessitates constant compounding and waxing in order

to keep up its like-new gloss.

A painted hull, on the other hand, requires no more maintenance than washing down with soap and water, and should stay looking like new for 10 years or more. Repairs are also far easier to make with a painted hull and usually cannot be seen. What's more, a painted hull in navy blue, or battleship gray makes for a stunning boat that sets it apart from the Clorox bottle white of most boats. Like a lot of things Hatteras does, painting the hull, over the gel coat, is more costly.

Consumer Caveat. Carbon particulates in the air from smoke stacks or rubber from nearby highways needs to be washed off with soap and water on both painted and gel coat at regular intervals, otherwise with time it gets embedded in the surface of both materials.

Hatteras GT59

The Hatteras GT59 has tumble home in her stern quarters and teak covering boards.

Comparison to the Competition

There aren't many convertibles built these days in a league with the Hatteras GT59, but when we compare the boat to the few that are, we see some important differences. Here are the major ones—

- **Beam:** At 18'9" (5.72 m), the Hatteras GT59 is a full foot beamier than its competition. This makes the boat larger all over, and more stable.
- **Fuel Capacity:** At 1,750 gallons (6,624 L), the GT59 carries about 200 gallons (757 L) more fuel than her competition. That means more time to troll and greater range when cruising or delivering the boat for destination fishing.
- **Draft:** The Hatteras draws just 4'9" (1.45 m) due to her greater beam and her tunnels. This is less than her competition, an important consideration when traveling in the Bahamas or docking in front of the manse.
- **Displacement:** The GT59 is about 7,000 lbs. (3,175 kg) heavier than her prime competition, largely due to her solid fiberglass bottom. Hatteras has chosen hull integrity over top end speed when it comes to this crucial building decision.
- **Engines:** The Hatteras comes standard with twin CAT C-32A 12-cylinder engines developing 1900-hp each. This is a total of 400-hp more than the competition's standard engines. Higher horsepower engines are available for all brands. An important advantage of CAT engines is their large number of service facilities throughout the U.S. and worldwide. CAT engines are probably the most popular engines in commercial fishing boats in the U.S. in their horsepower range. Their engines can be heavier than some other engine brands, which is the trade-off for better service and quicker parts

availability.

- **Painted Hull, Deck, and Superstructure.** As mentioned above, all Hatteras yachts are painted, which has numerous advantages, unlike other boats in class.
- **Solid Glass Bottom.** In class, only the Hatteras GT59 has a solid glass bottom below the waterline. By eschewing a cored bottom, Hatteras has opted for a far more puncture-resistant bottom. Cored hulls have two relatively thin laminates separated by either PVC foam or end-grain balsa core.
- **3 En Suite Staterooms:** Only Hatteras offers three staterooms all with their own head with separate walk-in showers. This is a welcome layout when cruising with a family, much less with strangers. The starboard head also serves as the day head.

Hatteras GT59 profile

The Hatteras GT59 has a three en suite stateroom layout that we find the best in its size range.

Performance

Hatteras GT59 running

We were surprised at how well the GT59 accelerated. When pushing the throttles down, the boat launched directly forward with very little bow rise.

The GT59 has an LOA of 59'9" (18.21 m), a beam of 18'9" (5.72 m), and a draft of 4'9" (1.45 m). With an empty weight of 89,000 lbs. (40,370 kg), full fuel (1,750 gallons / 6,624 L) and water (200 gallons / 757 L), plus four people onboard, we had an estimated test weight of 101,890 lbs. (46,217 kg).

Hatteras GT59

The boat's Carolina Flare easily handled the photo boat's wake.

Hatteras GT59 wheel

We discovered that she's very responsive to the throttles, and not at all lumbering.

The Numbers. With twin Caterpillar C-32A 1900-hp diesel engines powering our test boat, we reached a top speed of 40 knots at 2250 rpms in calm conditions.

When we backed off to 2000 rpm and 33.9 knots, we found our best fuel economy, with a burn rate of 164 gph and a range of 325.3 nm, all while still holding back a 10-percent reserve of the boat's 1,750-gallon (6,624 L) total fuel capacity.

Acceleration. The GT59 came up on plane in an average of 8.5 seconds and got to 20 mph in 12.6 seconds.

Handling

Hatteras GT59 running

When the turbos kick in, she really gets up and goes, hitting 20 mph in 12.6 seconds.

The GT59 has a wide turning radius. At a 2000 rpm cruise, which is about 80% load, she has about six boat lengths turning radius and turns 180-degrees in 34 seconds.

This turning radius suggests that the rudders are not particularly large – in order to reduce drag. This is a fair trade-off for this kind of boat that is made for distance running, straight, long and far. Around the dock, of course, the rudders are not used, only the props and thruster. When backing down on a fish, again the gears and the thruster do the work.

Hatteras GT59 planing speeds

At planing speeds, there is barely any stern wave behind the boat, indicating an efficient hull form with the boat not digging a hole in the water.

We had calm conditions for our test which is unfortunate because this is an offshore boat and we can't really describe how she handles in offshore conditions, but it is a solid boat, so we are unconcerned. She's robust, and with her sharp forefoot and considerable displacement, she should be as comfortable as any boat in class, if not more so.

Hatteras GT59 unknown

From the flybridge, we could barely feel the wakes we crossed.

Docking

Hatteras GT59 unknown

Sightlines from the bridge are excellent. The center console helm with companion seat is a tried-and-true design.

Hatteras GT59 unknown

Docking the GT59 was easy, like parking a sports car in a tight spot.

After we threaded our way back up the inlet, docking with the bow thruster and gears was easy. Remember, generations of convertible owners and captains did this for years without a thruster.

Boat Inspection

Flybridge

Hatteras GT59 unknown

Access to the flybridge from the aft deck is from a six-step ladder on the starboard side. We like the safety of this athwartships design compared to fore and aft ladders that will be swinging from side to side in a rough seaway. The angled steps also help.

Hatteras GT59 rail

A railing surrounds the opening at the top, which is easy enough to walk around in either direction.

Hatteras GT59 flybridge

The flybridge has a clean elegant look with many of the instruments purposely hidden away when not in use. The Palm Beach helm is perfectly positioned so the skipper can see both the cockpit and the bow. Note the slated seatbacks for crew and guests for maximum ventilation and comfort.

Helm

Hatteras GT59 helm

The helm is designed to have a clean, smooth look. Everything can be hidden out of eyesight when not needed and then hatches can be opened when needed. This has been the style for the last 10 years or so among the elite convertible builders.

When standing behind the helm, we can barely see the compass which is mounted way up forward. We'd prefer to see it mounted on the console.

On either side of the wheel are hinged cubbies with gas shocks that open to reveal instruments and controls typically needed for docking or maneuvering. These can be left closed most of the time while underway. Keeping with the clean look, the stainless steel wheel is mounted bus-style on a Palm Beach base of high-gloss finished walnut, flanked by the engine throttle and shift sticks.

On the instrument panel, we have two 17" (43.2 cm) displays flanking a 22" (55.9 cm) display. When needed, simply open the panels on either side of the wheel to find, on the left side, a spotlight control, trim tabs, bow thruster, engine controls, electric steering, and the SeaKeeper gyro stabilizer control.

Hatteras GT59 helm

The screens are from left to right, 17" (43.2 cm), 22" (55.9 cm), and 17". Note the two AC vents and the handy VHF mic.

Hatteras GT59 controls

Controls that are mostly used for docking are in the left compartment and accessory switches on the right.

Hatteras GT59 engine buttons

To port, we have the start/stop engine buttons, trim tab, FLIR system controls, bow thruster and Seakeeper 16 controls. Note the real estate that can be used for other things in the upper left.

Hatteras GT59

To starboard are accessory switches and the Hatteras alarm system. Again, there is an area unused.

Hatteras GT59

Above the helm, a drop-down instrument panel reveals the Furuno depth sounder, the CAT engine display, a Garmin autopilot, and twin VHF radios to either side. We are not a fan of overhead electronics boxes that will be constantly referred to.

Overhead Electronics Box. It looks cool to have an overhead electronics box, but there is a downside to them – they can become a pain in the neck. Sometimes it is also hard to read the information provided, or needed. We prefer to put things there that are not often used. For example, most of the controls in the port compartment will be referred to less often than almost everything in the electronics box. We would rearrange the controls. And there is more space left in the starboard compartment as well.

Obviously, placement of these secondary controls and navigation devices are up to the owner.

Hatteras GT59 helm seats

The Pompanette helm seats are comfortable, adjustable, and the leatherbacks are removable. The helm seats are mounted on high pedestals and they swivel. Hatteras long ago broke the code on how to make them solid. The leather-covered ladder-back chairs are trimmed in the same walnut accent found on the Palm Beach helm.

The isinglass enclosure on the flybridge is a good option to have because it keeps things cozy when the day is cool and protects from the rain. However, when driving in rain or in dense fog, it is problematic because there are no windshield wipers. The addition of glass windshield panels with electric wipers that lower from the overhead could be one solution for people wanting to use the boat for extensive cruising.

Hatteras GT59

The helm chair backs are removable for clear sight lines when backing down on a fish.

Hatteras GT59

With the seatback removed, the captain has a clear view of the cockpit when working a big game fish.

Hatteras GT59 bridge teaser

The bridge teaser reels lead to the outriggers and have a push-button auto retrieval to an exact spot when the fish jumps the squid chain.

The hideaway theme continues in the flybridge overhead where a panel opens to reveal two fixed electric teaser reels. Close the panel and equipment is instantly stowed.

Hatteras GT59

In this view of the aft deck from the flybridge, note the 1" (2.5 cm) toe rail for safety on a wet deck. Behind the helm chairs is a short platform for viewing the cockpit action below and moving around. It is surrounded by a double piped rail with eight built-in rocket-launcher rod holders.

On our test boat, there was a three-quarter enclosure of isinglass which nominally allows the flybridge to have A/C.

Hatteras GT59 chaise seating

This chaise seating design will put guests in the lap of luxury when riding out to the fishing grounds or cruising. Note the bench seating port and starboard for guests.

Hatteras GT59 helm console

In front of the helm console is a 44" x 51" double lounger.

Hatteras GT59 lounger

Removing the flybridge lounger cushions and opening the panel provides easy access to the electronics inside the helm console.

Hatteras GT59 side seating

Side seating on both sides of the flybridge terminates in storage lockers. This one has a fresh-water washdown inside. Note the 5-gallon (19 L) bucket.

Hatteras GT59

Storage in front of the lounger in the flying bridge cowling contains A/C controls and ducting. It is also a good place to store cushions and isinglass. The counter across the front, and on the sides, can be used for beverages and snacks when entertaining in calm water at low speeds.

Hatteras GT59 running

The top of the tower around the upper helm is painted black to reduce glare. The black band around the front of the cabin is for aesthetics, there is no windshield there.

Above the flybridge helm is a tuna tower with an auxiliary helm. There is a hardtop overhead for UV protection and to provide a place to mount other gear.

Hatteras GT59 upper helm

The upper helm dash is painted black to reduce glare.

The tower helm is simple and clean looking with a 12" wheel, the engine controls on the right, and a Garmin screen to the left of the wheel with a stainless steel cup holder on either side. Flanking the wheel are glove-box style bins. The tower helm has a padded bolster surround.

Hatteras GT59 seakeeper

Everyone will appreciate the SeaKeeper 16 gyro stabilizer when steering from the height of the upper helm in any kind of sea.

Hatteras GT59 radar

Above the flybridge hardtop are the radar and FLIR camera. Under the upper helm are LED deck lights. The dome is for satellite TV.

Cockpit

Hatteras GT59 aft seating

Cushioned stadium seating covers a freezer on left and engine room access on right. The deck hatch to the left of the leaning post covers the optional SeaKeeper gyro stabilizer.

Hatteras GT59 aft flybridge

The aft flybridge overhead extends 5'2" (1.57 m) from the back of the cabin, and is 6'9" (2.06 m) off the mezzanine deck, providing partial cover.

Hatteras GT59 cockpit

The cockpit of the Hatteras GT59 is 153 sq. ft. (14.21 sq. m), including the mezzanine seating area. This view from the flying bridge makes the boat easy to dock.

The GT59 has a 8'x14'w cockpit with teak decking, mezzanine seating and our test boat had an optional high gloss-finished mahogany leaning post with six rod holders. A plate is glassed in under the deck to take a fighting chair.

The cockpit depth is 29" (73 cm) and the covering boards on the sides are 13" (33 cm) wide.

Hatteras GT59 tackle boxes

Built-in tackle box drawers topped by a grill sits under the flybridge ladder. The black stripes on the ladder rungs are LED courtesy lights.

Hatteras GT59 bait freezer

A standard 8 cu. ft. (.23 cu. m) bait freezer is below the stadium seat aft and under the teak section shown is another insulated storage compartment. The hatch to the engine room is under the right side of the seat next to the freezer.

Hatteras GT59 cushions

Between the backrest cushions on the flying bridge are air conditioning vents that will be welcome on a hot, humid day when fishing in the tropics.

Hatteras GT59 mezzanine step

Under the mezzanine step is a handy compartment for gear of all sorts.

Hatteras GT59 mezzanine

On the port side of the mezzanine is a large screen to view the fishfinder. This is good placement as it is usually in the shade here for better visibility.

Hatteras GT59 cooler

In front of the cabin door is a standard refrigerated compartment that is ideal for beverages.

Hatteras GT59 fishboxes

This is one of two insulated fishboxes in the cockpit deck. They are draining and have macerators.

Hatteras GT59 gyro

In the center, as it has to be, is a Seakeeper 16 gyro. We did not test it.

Hatteras GT59 fish box

On the other side of the deck was another insulated fishbox, and this one had ice to prove the point.

Hatteras GT59 shore cord

A cover for the starboard shore cord connection matches one on the port side.

Hatteras GT59 shore power

On the port side are more shore power connections in addition to a freshwater washdown bib and shore water intake.

The shore power cord locker on the port side also has a freshwater washdown. The 13" (33 cm) wide teak caprail contains two rod holders on each side and a large fishbox with twin opening hatches in the transom.

Below the 29" (73 cm) high gunwale are 15" (38 cm) mooring cleats with hawseholes through the transom. Also, there is a transom door with sturdy hardware and a proper covering board.

Hatteras GT59 transom door

The transom door is wide for boating record marlin and tuna, or for coming aboard from a floating dock. The transom door opens out, which will instantly dewater the cockpit if green water comes over the transom when backing down on a trophy fish.

Hatteras GT59 fish box

The insulated fishbox on the transom has a cover that hinges from either side.

Hatteras GT59 cleats

The 15" (38 cm) cleats for tying up are tucked away so as not to interfere with fishing. Lines are lead through hawse pipes. Just below the cleat is a cockpit drain.

Side Decks and Bow

Ground Tackle

Hatteras GT59 cabin house

The cabin house has a recessed grab rail molded in, which is absolutely necessary.

In order to check out the anchor and ground tackle, we make our way forward up the side deck. There is no rail on the side decks nor on the bow, but this is typical for this kind of boat.

Hatteras GT59 anchor locker

The anchor locker is below the forward hatch. The hatch on the right is the skylight for the forward stateroom.

Hatteras GT59 gas strut

A gas strut holds open the locker cover to reveal the Danforth-style anchor and washdown hose.

There is no anchor windlass. In the rare event of needing to anchor in an emergency, manhandling the anchor will have to do. That's what hired captains and mates are paid to do.

There are 15" (33 cm) cleats on either side of the bow to secure the rode. These lead to stainless steel chocks and a stainless strip on the toe rail to prevent chafe. There is another set of cleats on the toe rail further aft for tying up with spring lines.

Hatteras GT59 anchor

Captain Steve walks forward to inspect the anchor. With no railings, he cautiously stays to the middle of the expansive foredeck.

Cabin

Hatteras GT59 door

A doorbell-like button opens a motorized pocket door leading into the cabin from the aft deck.

The wood door has a window in the top half. Once opened, the door is locked in its pocket out of the way – no swinging doors slamming on the roll here.

Hatteras GT59 cabin

The cabin is an open concept with seating, dining, and galley all open and easily accessible.

Hatteras GT59 tv

Looking to starboard, we see the standard 40" (101.6 cm) TV and storage cabinets in the bulkheads. Four stools are standard. The deck is engineered wood. The countertop is hard surface.

The cabin is surrounded on three sides by windows letting in plenty of light to reflect off the gloss-finished mahogany wood trim of the interior. The L-shaped settee has a fixed teak coffee table with storage inside. Optionally, a dinette table is available to replace the coffee table. The settee has 4" (10.16 cm) faux leather cushions. Manufactured hardwood wide-planked flooring covers the deck.

Hatteras GT59 cubby

As one enters the cabin there is a hinged top cubby on the right, a favorite spot of the owner for a place to free his pockets of keys, wallet, and phone while onboard.

Hatteras GT59

The wood soffit surrounding the cabin hides the A/C vents which waft the cool air silently over the whole cabin rather than gushing out from one ugly grate.

Galley

Hatteras GT59 galley

The galley is outfitted with storage sufficient for cruising provisions.

A center island with four barstools separates the seating area from the galley. This hard surface counter was also for breakfast and lunch on our test boat – remember, her primary mission is to get to the fishing grounds early and be home for dinner. We find this arrangement far more comfortable than layouts with a raised table in front of a crescent settee to starboard – which really isn't practical for portly anglers.

The L-shaped galley has cabinetry and a sink on the port side. The Silestone countertop continues around the forward side with more cabinetry and an induction cooktop, ending in a floor-to-ceiling pantry.

The island galley is far more practical than the traditional "alley galley" with only one way in and out. These are pretty much limited to one person at a time whereas with an island galley there are two ways in and out, and two or three people can use it at a time.

Hatteras GT59 microwave

A microwave convection oven hides behind a panel when not in use.

Hatteras GT59

The island holds a two-drawer refrigerator. Note the locks for the drawers. Standup refrigerator/freezers are not practical in battlewagons because of their shelving. The drawers are essentially baskets that keep items in place in a seaway.

Hatteras GT59 light

The overhead height in the galley measures 7' (2.13 m) and slopes aft to 6'4" (1.93 m) at the back of the cabin. There is a four-burner ceramic stovetop on the counter, and the sink has a standard garbage

disposal.

Hatteras GT59

On the starboard side of the galley is the same Silestone counter material found throughout, covering drawer storage, a pull-out pantry, and an icemaker, respectively.

Hatteras GT59 control panel

Next to the cabin's 40" (101.6 cm) flatscreen TV is the control panel for the gensets. The electrical system on the GT59 is second to none, as Hatteras electrical engineers largely wrote the ABYC standards on the subject.

Hatteras GT59 wiring

A panel at the top of the stairs gives access to wiring for the galley.

Accommodations

Hatteras GT59 3 stateroom

The diagram shows the interior three-stateroom, two-bath layout found on our test boat. The area abaft the starboard guest stateroom is used for storage in this version. A head with walk-in shower can be placed here.

Hatteras GT59

Between the pantry and entertainment cabinets/counter to starboard are four stairs leading forward and down to the staterooms. At the bottom of the stairs on the right-hand side are dedicated storage lockers for rods, reels, and other fishing tackle.

Hatteras GT59 locker

Our GT59 had 48 rod and reel setups aboard and most are stowed in this custom locker.

Hatteras GT59 rod

The Hatteras GT59 can hold enough big game rode to open a rod and tackle store.

Hatteras GT59 reels

A separate compartment holds the reels and is deep enough for the largest International or Fin-Nor reels. The passageway and all of the staterooms are carpeted.

Master Stateroom

Hatteras GT59 master stateroom

After fighting fish all day, retreating to a comfortable bed to refresh for the next day's battle will be welcome.

The master, just down the stairs, is to the left. It has 6'5" (1.95 m) headroom, a large island berth with 4'2" (1.27 m) over the bunk, and a private en suite. The round top doors and high-gloss joinery work speaks to the craftsmanship inherent in the GT59. There is a padded headboard over the berth. On the far side is a six-drawer bureau with four cabinets overhead.

Hatteras GT59 master stateroom

A cedar-lined hanging locker with full-length mirror on the backside of the door sits between the bureau and the entrance to the head.

Master Ensuite

Hatteras GT59 head

The mirrored overhead above the vanity in the master en suite head provides light.

The master head has a walk-in shower stall with a glass door and a single sink Silestone-topped vanity.

Hatteras GT59 unknown

Captain Steve inspects the master head. Note the rounded headers over the doors. This is an important, subtle, design element that adds a classic and elegant look to the boat down below, and is rarely seen in this class of boat. To accomplish it, there must be sufficient overhead height and, of course, it is more expensive to execute – two reasons why it is rarely seen.

Leaving the master, we pass a 32" (.81 m) flat screen on the bulkhead opposite the foot of the bed.

Hatteras GT59 unknown

This is the view looking forward with the master suite on our left. The high-gloss wood doors with their curved headers and the chair rail moldings, add elegance to the passageway.

We continue our tour of the accommodation space by going forward in the passageway. There is a cedar-lined closet on the left currently being used for more rod storage, and just past this on our right is a cabin with two bunk beds.

Guest Stateroom

Hatteras GT59 guest stateroom

The starboard guest stateroom shared a head with the forward cabin in our test boat. A third head can be added to this stateroom, by eliminating the special rod storage.

At the head of the bunks is a nightstand for the lower bunk and a shelf with a Fusion stereo system for the upper berth. There is a full-length mirror on the back of the door and another cedar-lined hanging locker at the foot of the bunks. Opposite the hanging locker is a wall-mounted 24" (60.9 cm) flatscreen. This cabin

has a padded leatherette wall covering.

Day Head/Shared Head

Continuing forward in the passageway from the starboard cabin is access to the shared head/day head.

Hatteras GT59 master en suite

As in the master ensuite, the day head has a mirrored overhead above the vanity.

Hatteras GT59 shower

The day head shower is often used to rinse reels.

Laundry

Hatteras GT59 washer dryer

Opposite the day head entrance is a closet with a stacked washer/dryer. This is a must-have when the boat is used for cruising.

Hatteras GT59 layout

This diagram shows the layout with the optional forward stateroom island bunk and third head replacing the rod storage locker.

Forward Stateroom

The forward stateroom on our test boat had two bunks in what is known as a 60/40 berth (one is bigger than the other). It is an option to have an island-style berth as in the drawing above.

Our experience is that this arrangement is the best way to go for this type of vessel. It offers more versatility, and the beds are more comfortable than a high, island bed. Also, there is more deck space in this arrangement. When a couple wants to snuggle, they can use the larger bed, then get some peaceful sleep in the separate beds.

If the boat is ordered with the optional third head (replacing rod and reel storage) for the third stateroom that could serve as the day head and the attached forward head could become a private ensuite for the forward stateroom.

Crew Cabin

Traditionally, the forward cabin in a sportfishing convertible was used for the captain and mate. And that certainly can be the case in this version of the GT59. Perhaps a better option would be to make the starboard guest cabin for the crew and add the third head.

In this case, the rod storage can be moved into the closet where the wash/dryer is on our test boat or to other locations.

Hatteras GT59

In the two-bunk format, there are two narrow cedar-lined hanging lockers at the head of each bunk. The main door to the passageway has a mirror and the right door is the other entrance to the shared day head.

Hatteras GT59

The forward staterooms' opening skylight can let in fresh air and sunshine. There is storage above and below the bunks and a 24" (60.9 cm) flatscreen on the forward bulkhead.

Engine Room

Hatteras GT59 access

Engine room access is via the cockpit, below the mezzanine seating.

Hatteras GT59 engine room

Looking aft from the engine room, note the entry ladder in the background.

We found it easier to back in and down the three-step ladder because of the 5'2" (1.57 m) headroom between the engines and the high step-over on deck.

Hatteras GT59 engine checks

All of the checkpoints are in the center between the CAT C-32A engines. Just behind Captain Steve's foot is a small step-up that reduces the headroom from 5'2" to 4'9" (1.57 m to 1.44 m) – a concession to keeping the boat's profile low and as sleek as possible.

Hatteras GT59 battery management

On the forward bulkhead is the battery management system. Just above, a camera is installed on the overhead to remotely view the engine from the helm.

Hatteras GT59

The watermaker allows for a smaller 200-gallon (757 L) tankage, greater independence from the shore, and less weight lugged around. Typically, designers figure that a person will use 25 gallons (94 L) a day, excluding the clothes and dishwashers.

This boat has a Dometic watermaker up forward and to starboard. The fire suppression system is all the way forward next to the water maker. On the port side are the 3 Dometic A/C units, which produce a total of 54,000 BTUs for the vessel.

Two Cummins Onan 21.5 kW diesel generators sit on the aft bulkhead, one behind each engine on our test boat. One generator can supply enough electricity under normal conditions. However, while cruising with the washer/dryer running, the AC, the stove, and a couple of hairdryers, it may be necessary to have both generators running. In any case, the Seakeeper requires the second generator.

Also, it is always advisable to have a backup generator in this type of boat that's so dependent on AC power. We think the twin 21.5 kW generator solution is the perfect one. Like the CAT engines, there are Cummins service shops all over the U.S. and the world because these engines are used so widely in commercial vessels.

Bilge Pumping System

Bilge pumps are important for several reasons in addition to the obvious. Getting water out of the bilge reduces the chances for corrosion, electrical shorts, mildew, and odors. The GT59 bilge has two sumps, something that many boats do not have, but which is the key to keeping a dry bilge. One sump has a 2,000 gph pump, and the other has an 800 gph pump. In addition, there are three 3,700 gph pumps. All bilge pumps have protected heavy-duty float switches.

An emergency auxiliary bilge pump is located in the lazarette which will pump 150 gallons (568 L) a minute – 9,000 gallons (34,069 L) per hour. This is for catastrophic events, and is probably better than having two-way valves on the engine raw water through-hulls, although the engine raw water pumps are not reliant on AC power.

Nevertheless, we find this system one of the best in class.

Options to Consider

- Seakeeper 16 gyro
- A second 21.5 kW generator (especially if the Seakeeper is selected)
- All offshore vessels should have a life raft
- Isinglass for the flying bridge
- A 1200 gpd watermaker
- Tender with cradle on the bow
- Hydraulic davit for tender
- Electric anchor windlass
- Tuna tower

Price

In the \$3M range, depending on options.

Hatteras GT59 running

The GT59 has a sports car feel – sleek, powerful, and precise.

Observations

Hatteras built the first fiberglass fishing/cruising boat in 1960 and she (Nit Wits) is still in service today. The company has a long and proud heritage of building the best boats in class in terms of strength, amenities and systems reliability for most of that time.

Today, under new – and enlightened – private ownership, the company is dedicated to its customers instead of a bean counter in the corporate office. This makes all of the difference in the boat business – both for the buyer and for the longevity of the builder. The reason is that the reputation of the brand is paramount.